

700 R4 - 4L60E & 4L60 2WD & 4WD

Quick Installing Guidelines

1 Reason for failure is the T.V. not set up properly

2 Problem is bad driveshaft U-Joints

3 Problem is computer not sending ground for TCC or Lockup converter to apply.

1) Setting T.V. correctly

a) With a gauge - for complete instructions see page 2.

i. The main line tap is on the drivers side of the transmission. (See picture on page 2)

ii. You must set T.V. pressure at engine idle to 75-80 psi for passenger cars and 80-85 for Trucks.

b) Without a gauge.

i. The preferred way is with a gauge. But if no gauge is available, then road test the Vehicle; when it makes a 1-2 shift at around 10-15 mph, press the gas pedal to the floor and make sure it makes a 2-1 downshift.

iii. If it did not, adjust the T.V. cable so this will happen.

2) You must verify that the lockup torque converter is coming on when you are at 45 mph or above (the mile per hour is not that critical just that it is working.) The best way to verify the lockup is working is with a scanner, seeing the signal change on the scanner AND feeling it lockup when you are driving. To make sure the lockup is working, cruise at a steady speed like 50 mph and then apply the brake pedal lightly, you should feel the lockup converter release and you should see it on the scanner that it has changed the signal. Release the brake pedal and it should reapply the lockup converter. (If you do not have a scanner you can still do the drive test.) If there is no lockup further testing is needed. (If you let it go without lockup working the transmission will fail.)

3) Make sure cooler lines are good. These are older vehicles and lots of cooler lines have been beaten up. Replace as necessary.

4) Cooler in the radiator and/or external cooler must be flushed with a hot flush machine. If you cannot flush them you must replace them.

5) Other items to check:

a) Both dowel pins are present in the correct locations.

b) The flywheel needs to be checked for cracks.

c) Crank pilot will need to be cleaned of all debris.

d) Properly grease the crank pilot.

e) The driveshaft must be balanced and straight.

f) Yoke splines cannot be worn at all.

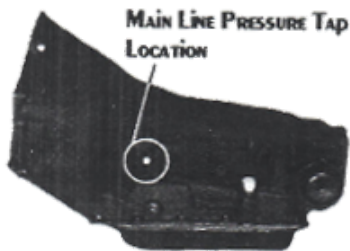
g) Check the integrity of the transmission mount itself.

6) Must fill transmission with supplied transmission fluid.

7) There should be at least $1/16$ ($1/8$ " preferred, $3/16$ " maximum) free play prior to converter bolt installation this will Allow for converter expansion, crankshaft end play, etc.

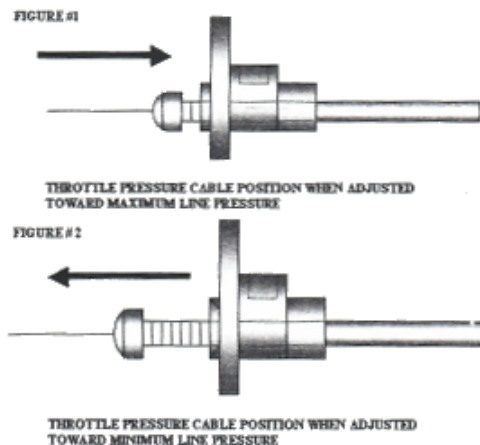
Setting throttle pressure with a gauge is critical on this unit to make it work properly and survive.

The main line pressure tap is located on the driver's side of the transmission, just above the manual linkage.



Gear Range	@ 1000 RPM Hot	@ Stall Hot
P	68-90	N/A
R	95-130	195-275
N	68-90	N/A
D4	68-90	120-190
D3	68-90	120-190
2	120-190	120-190
1	120-190	120-90

Important: Line pressure must be at 68 psi or higher in D4 or you will have no up-shift into overdrive because governor pressure will be too low. Line pressure must instantly rise and respond with gas pedal movement. At tip in the throttle (1/16 to 1/8) a 200 to 300 increase in engine RPM, you should see an increase in pressure of 5 to 15 psi. Check for a 2-1 forced downshift just after making a 1-2 upshift, this will give you a good indication that you have throttle pressure adjusted properly.



Cable reset procedure-before starting engine and prior to installing pressure gauge:
Depress cable lock button & hold, pull housing all the way back in the direction away from the throttle body or carb(See Fig 1). Release lock button. Depress accelerator pedal all the way to the floor, cable will automatically self adjust to base position. Install pressure gauge for the final adjustments.